

THE EMPEROR OUT DRIVING.

AN HOUR SPENT IN THE PALACE GARDENS.

PROFESSOR VIRCHOW'S MICROSCOPIC EXAMINATIONS NOT YET FINISHED.

Berlin, May 16.—The Emperor passed a good night. Dr. Mackenzie changed the canal. He presented a good appearance. He transacted business this morning with Count von Winterfeldt, and this afternoon went for a drive, remaining out for an hour. The Emperor went out driving in a closed pony carriage in the gardens of the Schloss.

Professor Virchow's microscopic examination of the matter discharged from the Emperor's throat has not yet been finished, and all statements made hitherto regarding the results of the examination are premature.

THE AMERICAN COPYRIGHT BILL.

London, May 16.—Sir Michael Hicks-Beach, replying to a question from the House of Commons in reference to the American Copyright Bill, said that the proposal to do justice to English authors would not have gone as far as it had if it had not been coupled with a protective proposal in the American law interest. It was obviously a proposal made with a deliberate intention to get the trade of England to America; therefore America was not likely to receive English representation against the proposal. If the proposition were to say that sooner than such a measure they would prefer to copyright legislation their proposal might be considered, but they did not go so far.

BALFOUR POINTS TO THE PAST.

London, May 16.—Mr. Balfour, in a speech at Battersea this evening, informed the house that he had had before the House of Commons a report showing that in every year of Mr. Gladstone's administration there had occurred cases in which sentences had been increased on appeal, and that cumulative sentences not carrying with them the right of appeal had been imposed with Lord Spencer's knowledge and consent.

TURBULENT STRIKERS IN GERMANY.

Berlin, May 16.—The Government is actively watching the strikers, who are encouraged by the Socialists. The police have seized 50,000 Socialist leaflets and arrested thirteen persons. The Socialists of Berlin and Langenfelde have struck. At the latter place the strikers had a collision with the police.

THE BIG JOGGINS RAFT SEEN.

London, May 16.—The British steamer Sardinian, Captain Ritchie, which arrived at Liverpool May 14 from Baltimore, passed numerous timber logs on May 9, from latitude 45° north and longitude 42° west to latitude 46° north longitude 41° west, and on May 12 passed a timber raft.

FUNERAL OF ARCHBISHOP LYNCH.

Toronto, Ont., May 16.—The funeral of Archbishop Lynch took place to-day. A requiem mass for the dead was celebrated by Bishop Ryan, of Buffalo. In the procession there were Cardinal Taschereau, eight archbishops and bishops, ninety-four priests, the Mayor and members of the City Council.

ACCIDENT TO THE NEW INMAN STEAMER.

Glasgow, May 16.—The new Inman liner steamer City of New-York, in entering the basin at Clyde Bank to-day, was in collision with a 100-ton steam barge, which fell. The steamer lost her bowsprit and figure-head, but sustained no other damage.

HONORS TO THE QUEEN REGENT OF SPAIN.

Barcelona, May 16.—The Queen Regent, who will open the exhibition here on Sunday next, arrived here to-day. The route from the station to the Cathedral was decorated with floral arches, and flags were displayed throughout the city and on the shipping in the harbor. The entry of the royal party into the city was signalled by the firing of salutes and the ringing of bells. Crowds lined the streets and gave the Queen Regent a respectful welcome. The party will stay at the Town Hall.

KING MILAN AND HIS QUEEN.

Vienna, May 16.—Count Kalnoky paid a visit to-day to King Milan of Serbia. The latter still adheres to his decision not to permit Queen Natalie to return to Belgrade. The Queen and her son have gone to Wiesbaden.

RAILWAYS ORDERED TO STORE COAL.

Vienna, May 16.—A dispatch from Warsaw to the "Political Correspondence" says that the managers of railways at Warsaw, Granel and Ivan-Gorod have received a military order directing them to accumulate without delay on each line 600,000 tons of coal.

TO AID ITALIAN EMIGRANTS.

Rome, May 16.—A missionary institute has been opened at Piacenza with the object of aiding the Italians to emigrate to America. The movement was instituted by the Bishop of Piacenza.

MILLIONS FOR FRENCH COAST DEFENCES.

Paris, May 16.—M. de Freycenet, Minister of War, and Admiral Klotz, Minister of Marine, are jointly preparing a bill granting a credit of \$6,000,000 for coast defenses.

PRESENTED TO THE PRINCESS OF WALES.

London, May 16.—A Drawing Room was held at Buckingham Palace to-day. The Princess of Wales received in the absence of the Queen. Mrs. White, wife of the United States Charge d' Affaires, presented Mrs. Crawford, Mrs. Macleod, Mrs. Sturges and Mrs. Mackin. Mr. White presented Mr. Sturges.

AFGHANS AND TURKOMANS FIGHTING.

London, May 16.—Advice from Her report a conflict between Afghans and a party of Salor Turkomans, who were pursuing the Afghans for tribute. Four of each party were killed. The Salor Turkomans retired to Russian territory and order was restored. It is not thought likely that there will be any further trouble.

THE CORRUPT MANITOBA OFFICIALS.

Winnipeg, Man., May 16.—In the Legislature, Norway moved for a Royal Commission to investigate the charges against him, but the Government refused his request and carried an amendment to have Norway, Burrows and Lariviere examined together, the Premier declaring they were all equally guilty.

PICKED UP AT SEA IN A DORY.

Quebec, May 16.—The British barkende Morris, Captain Farland, from Greenock, which arrived at this port last night, picked up a fishing dory of the banks of Newfoundland on April 30 containing two men named Furlong, brothers, from St. John, N. B. They had lost their vessel while fishing and had drifted about for ten days without food. Both men were much exhausted.

"TRUSTS" AND "COMBINES" IN CANADA.

Ottawa, Ont., May 16.—It is said that the committee of Parliament which is inquiring into the subject of "trusts," will report "in unsparring terms" on coal and sugar trusts. The report, it is further said, will regard "combines" as conspiracies, and will advise that they be made offences punishable by fine or imprisonment.

OPPOSED TO CHINESE IMMIGRATION.

Sydney, N. S. W., May 16.—A bill consisting of strong amendments against Chinese immigration was introduced in Parliament. Several vessels now in the harbor have large numbers of Chinese immigrants on board. The vessels are guarded by police.

NEWS ABOUT THE LABOR UNIONS.

All is serene once more in the Brooklyn flint glass factories. The works will be run with a full force up to about the first of July, when they will close until autumn. The Carpenters' and Joiners' Union, Branch No. 4, held its regular weekly meeting at Clarendon Hall last night. No action bearing on the political question was taken. The Host Brewers will hold a meeting at their headquarters, No. 2 Irving place, to-day, to take final action in regard to their present complications, transact general business and receive reports. Handsome "Dave" Flannigan is once more a walk-out delegate, having been elected to that post at a regular meeting of the Brotherhood of Carpenters and Joiners. The boycott of Boston cigar dealers is being energetically pushed. At the last meeting of Cigar-makers' International Union No. 144 a resolution was adopted fining any member \$25 who is found working in any factory in this city that manufactures cigars for Boston dealers. The union will soon change its headquarters for the reason that pool beer is sold where it is at present. The stockholders' strike at Greenwood Cemetery is still in progress, and few new men have applied for work.

RAILROAD INTERESTS.

WAYS OF SECRET RATE REDUCTIONS.

UNSATISFACTORY CONDITION OF WEST BOUND TRUNK LINE FREIGHT TRAFFIC.

There are some indications that the tariff on west-bound rail freight may be subjected to the revision recently applied to the east-bound rail freight tariff out of New-York. That revision was decidedly in the direction of reduction. West-bound rates are claimed by some railroad men to be in a very unsatisfactory condition and suggests have confidentially admitted that such was the case to intimate friends. No such thing as a "war of rates" is raging, for the tariffs under the Interstate law must be observed and the practices by which rates are secretly cut are not universally indulged in. There will be a vigorous effort made to correct the evils complained of about anything like an open reduction of rates will be made.

A well-known trunk line officer said yesterday: "I believe that to-day, in the shape of irregular methods and subterfuges of various kinds practiced with and without the connivance of shippers, west-bound rates are reduced lower than they ever were under the old system of rebates to shippers." There are various ways in which it is charged that the tariff is being lowered. Probably the most common method is that of under-billing or under-weighting shipments, and this practice seems to flourish in spite of the recent efforts made by the trunk line conferences to put a stop to it. Another way in which the rates have been practically cut is in the allowance of excessive lightage charges and payment of extreme figures to shippers for the loading of cars. In one case it is said on good authority that a road which had previously been paying 10 cents per 100 pounds for local hauls has now cut it to 25 to 50 cents per 100 pounds has been paid for lightage, thus reducing the tariff one-third to a half. It is even charged that some of the roads have paid clerks in the employ of shippers salaries for nominal work which really went into the hands of the shippers. The illegitimate practices by which goods are being shipped West at less than the tariff calls for is believed to be carried to a scandalous extent. Many railroad men are anxious for a speedy amendment of the Interstate Commerce law so as to subject to penalty who accept illegitimate privileges from the railroads to fine and imprisonment for violating the law. There is no immediate prospect of any meeting of the trunk lines to consider the situation. The difficulty of providing remedies for it is so widely recognized by those who complain most of the trouble that about the only remedy feasible is a legislative open reduction in rates.

This policy was adopted last week in dealing with the street car trouble when a reduction of nearly 30 per cent was ordered. Friends of the New-York Central Railroad claim that that line is closely observing the tariff. When taken with participation in the general methods they denied the charge and pointed out that for two months the Central had been carrying only 10 or 20 per cent of the west-bound business, whereas prior to January 1 its percentage ran up to 30 per cent. The Central's position is known to be seriously disatisfied with the condition of the dressed beef traffic and to favor a reduction of the rates nearer to the Grand Trunk's traffic of 40 cents per 100 pounds. A dispatch from Chicago reports that the Central has been ordered to reduce the bulk of their cattle shipments over the Pennsylvania Road in order to bring about a reduction of the rates by such a combination. It might have been effective before the dressed beef combination was successful. It may be that the Pennsylvania is plotting in the live stock traffic and starts this rumor to explain its success.

THE PHILADELPHIA BRANCH TO BE FOSTERED.

Baltimore, May 16 (Special).—The Baltimore and Ohio Railroad met to-day. The following statement of earnings and expenses for April and for the seven months of the fiscal year was submitted: On lines east of Ohio River, net income 1888 over 1887, \$8,108; west of Ohio River, net income, \$1,045; net income of entire system, \$5,133. Earnings and expenses for the seven months of the fiscal year 1887-'88, compared with same months of fiscal year 1886-'87: Lines east of Ohio River, decrease, \$39,744; west of Ohio River, decrease, \$10,048; summary of earnings and expenses, \$1,045. A large amount has been expended on the roadbed and equipment, there being more than enough increase in that direction to offset the total decrease in net earnings. The directors decided to pay special attention to the development of the Philadelphia division. Major Hill's resignation as purchasing agent was accepted. The board confirms the appointment of James Calhoun, as assistant general freight agent for the Philadelphia division, with headquarters at Philadelphia. President Spencer stated that Mr. Calhoun had had very much experience in the freight department of the Philadelphia and Reading Railroad Company, and with the merchandise traffic in and out of Philadelphia, and that the appointment was made with a view of materially strengthening the freight organizations of the Baltimore and Ohio at Philadelphia, as to develop the business of the Philadelphia branch.

MISSOURI, KANSAS AND TEXAS ELECTION.

Parsons, Kan., May 16 (Special).—The following were elected at to-day's meeting of the Missouri, Kansas and Texas: E. Elery Anderson, W. L. Buell, R. V. Martin, W. Metters, Henry K. Enos, J. Denville, W. Lloyd, Samuel Sloan, George J. Forrest, Simon Sterne and W. Bond, all of New-York; James C. Thompson, S. P. McDonald, David Keiso, of Parsons, Kan.; B. D. McDonald, of Fort Scott; H. C. Cross, of Emporia, Kan.; and William S. Herndon, of Troy, Texas.

A NEW RAILROAD TO THE SOUTH.

Indianapolis, May 16 (Special).—A new railway company, to be known as the Indianapolis, Cincinnati and Southern, has been incorporated here. The road will run through territory which now has no railroad facilities, and will be a direct route to the Ohio River, passing through Johnson County, and the western edge of Brown, Jackson, Washington, Harrison, Crawford and Perry counties, and striking the heart of some of the best coal mines, stone quarries and lumber land in the southern part of this State.

THE BALTIMORE AND OHIO LOAN.

The subscriptions to the \$7,500,000 Baltimore and Ohio loan, which were opened yesterday, were so liberal that before noon it was announced that new subscriptions here could only be accepted subject to the allotments in London. The subscribers in London were largely in excess of the total and in New-York they were almost as large. The exact figures were not made public.

MISCELLANEOUS RAILWAY INTELLIGENCE.

Sacramento, Cal., May 16.—Articles of incorporation and consolidation of all the railroads in Northern California owned or hereafter leased by the Southern Pacific were filed in the office of the Secretary of State yesterday. The estimated length of the road is 700 miles. The name of the corporation is the Northern Railway Company of California. The capital stock is \$20,000,000; its par value \$100 per share. Chicago, May 16.—The stockholders of the Chicago, Burlington and Quincy Railroad met at the company's offices to-day. There was a full attendance, the object of the meeting being to elect a board of directors, who will meet next week in Boston to elect officers for the company. The most important matter of business which came up was the proposal to increase the dividend from 4 to 5 per cent. The resolution was passed. The present board of directors were re-elected.

CECILIA, IOWA, MAY 16.—P. T. LOMAX, master in chancery, has filed his report with the United States Court in the case of the second mortgage bonds of the Burlington, Cedar Rapids and Northern Road, known as the income and equipment bonds, which have been in litigation since 1875. Of the 2,000 bonds, he reports that 513 are established, and amount with interest to over \$1,000,000. The 1,400 bonds known as the Luskawanna bonds are all alone owned. The master also reports that the first mortgage bonds amount to over \$1,000,000. The case will now be tried in Des Moines, at the October term of the court.

TWO GIRLS HELD FOR HORSE-STEALING.

Albion, Ohio, May 16 (Special).—Katie Phillips, of Cleveland, Ohio, and Annie Johnson, of Atlanta, Ga., two elegantly dressed and pretty girls of eighteen years, were to-day arrested for horse-stealing. They were stopped in this city yesterday on a telegraphic order from Bolivar, Ohio, forty miles south, where they had hired a livery rig, but failed to return it. Officers who arrived to-day identified the girls as the ones that had hired the rig, which also was identified. The girls treated the matter as a big joke, and said they had simply started out to have a good time. Miss Johnson has been visiting Miss Phillips in Cleveland for several weeks. The girls were by rail

to Bolivar. They spent last night in jail here. The names they gave are probably fictitious, but their homes are as stated. Both are exceptionally bright, and from their innocent manner have puzzled all the officers.

HILL TRIES TO BURY HIS SORROW

AT WORK ON THE LEGISLATIVE BILLS.

MANY SIGNED AND DATES FOR HEARINGS ON OTHERS.

[BY TELEGRAPH TO THE TRIBUNE.]

Albany, May 16.—The Governor is cutting into the 400 and odd bills, his legacy from the Legislature, at a rate of from twenty to thirty daily. This morning he placed his signature on twenty-one, and to-morrow as many more will receive his name. The only bills that he has yet allowed to become laws, that are of much public importance, are the Government Supply bill, an amendment to the law relating to contracts for dresses in animals and the \$7,000 appropriation with which to pay the expenses of the 9th Regiment on its trip to Gettysburg in July. From judges in various parts of the State come queries to the Governor asking about the Electrical Execution bill and when it would go into effect if signed by the Governor. They are fearful of giving decisions which the new law, if it becomes one, might set aside. The law does not go into effect, however, until January 1, 1890, and no decisions are subject to it until after that date.

Late this afternoon Mr. Hill announced the date of the hearings. He waited, of course, until after the State Convention had decided that he had better stay at home and attend to business than to lead a little Hill Presidential boom. The bills signed by the Governor to-day were as follows:

Authorizing the Governor to detail the 9th Regiment, N. G. S. N. Y., to attend the dedication of a monument at Gettysburg; the Benjamin S. Horner, Elmira, B. & C. R. R.; authorizing Grand Army posts to hold and convey real estate; providing for a bridge across Cayuga Inlet at Ithaca; authorizing the purchase of State armory sites, except in New-York City; Mr. Cantor's amendment to the Assignment of Debtors' Act; providing for the incorporation of societies to provide playgrounds for children in cities; providing for the establishment of graded schools in Ithaca; authorizing the Buffalo Historical Society to set apart a trust fund; providing for the submission to the people next November of a proposed Constitutional amendment; providing for the designation by the Governor of seven Supreme Court Judges to act as assistants to the Court of Appeals with the same powers to dispose of cases created by the Court of Appeals as the Court of Appeals itself; and public necessity demands a quick disposal thereof; authorizing the State Dairy Commissioner to appoint five expert butter and cheese makers to visit factories and agricultural fairs and conventions to impart information thereof of the best methods of making butter and cheese; amending the act authorizing the incorporation of soldiers' monument associations; amending the act relative to contagious diseases of animals; relative to the purchase by the United States of land in the State of New-York; amending the laws relative to street paving; imposing a tax of .01 of a mill for the payment of the Canal debt; providing ways and means for the support of the Government.

THE GOVERNOR APPOINTED HEARINGS ON BILLS AS FOLLOWS:

Wednesday, May 23—11 a. m., Senate bill providing for the Buffalo and Niagara Falls railroad; 12 m., Senate bill relative to the construction of sewers in New-York City; 2 p. m., Long Island City bill amending the laws relative to the New-York City City Council; 3 p. m., Senate bill amending the laws relative to the construction of sewers in New-York City; 4 p. m., Senate bill amending the laws relative to the construction of sewers in New-York City; 5 p. m., Senate bill amending the laws relative to the construction of sewers in New-York City; 6 p. m., Senate bill amending the laws relative to the construction of sewers in New-York City; 7 p. m., Senate bill amending the laws relative to the construction of sewers in New-York City; 8 p. m., Senate bill amending the laws relative to the construction of sewers in New-York City; 9 p. m., Senate bill amending the laws relative to the construction of sewers in New-York City; 10 p. m., Senate bill amending the laws relative to the construction of sewers in New-York City; 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